



## **ESHOO DEMANDS UAE PORT DEAL HALTED Urges President to set a “higher standard” for national security**

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Rep. Anna G. Eshoo (D-Palo Alto) has written to President Bush urging him to put an end to the proposal to allow Dubai Ports Worldwide, a state-run company owned and operated by the United Arab Emirate of Dubai, to manage port operations at six major U.S. seaports.

“Since the details of this proposal came to light, it’s become clear that the Committee on Foreign Investment in the United States (CFIUS), the committee charged with ensuring our national security in deals of this nature, conducted only the most routine of examinations,” said Eshoo. “CFIUS essentially rubber-stamped the technical details of the agreement after making sure the proper forms were filled out and the required information provided. The 9/11 Commission warned us all that our greatest weakness was a failure of imagination, and this is a perfect example of government bureaucrats again allowing complacency to stand in the way of effective national security measures. This case needs to be reviewed, and if the Administration remains unwilling to do the necessary legwork, then it is incumbent on the Congress to guarantee the security of the American people.”

Eshoo, a member of the House Permanent Select Intelligence Committee, has been a longtime proponent for effective Congressional oversight into our national security and intelligence apparatus. Despite President Bush’s threat to veto legislation aimed at stopping the Dubai Ports Worldwide agreement, Eshoo has called for Congress to undertake a full investigation, part of her ongoing efforts to gain a complete accounting of the steps taken since 9/11 to improve our national security against the threat of international terror.

“This Administration continues to give short shrift to the security of our ports. Five years after September 11th, and four years after passing the *National Maritime Transportation Security Act of 2002*, nearly 95% of cargo entering this country still passes through our ports without inspection. The Coast Guard estimated in 2002 that it would cost \$5.4 billion over 10 years to implement the critical security improvements to the nations' ports that were mandated under the *Maritime Transportation Security Act*, yet in the past four years we’ve underfunded port security by over \$3 billion. To underscore the problem, in FY2005 the Administration requested only \$46 million for port security, an amount below pre-9/11 levels. The fact is we’re not doing a good enough job of finding out what’s in the thousands of cargo containers coming into our country each day, and now the President wants to outsource the management of key U.S. ports to a middle eastern country. The President should demand higher standards for protecting us against terror, not issue idle threats to the U.S. Congress for doing its job of protecting the American people. This ill-begotten idea should be halted immediately.”